Employees is pending since August, 1990 and has been flnaiised uptill now;

(b) whether it is also a fact that Interim relief is also not paid to the technical staff of Indian Airlines whereas it has been paid to non-technical employees; and

(c) if so, what are the reasons for discrimination among the employees of same airline?

THE MINISTER Of CIVIL AVIA TION AND TOURISM (SHRI GHULAM NAB! AZAD): (a) The question of relativety in wage structure among different categories of employees in Indian Airlines, parity between corresponding categories of employees in Indian Airlines and Air India, and the task of determination of wages and allowances for all categories of employees in Indian Airlines and Air India for a period of five years from 1990 were referred to National Industrial Tribunal constituted by the Central Government and are pending with it.

(b) and (c) A Memorandum of Settlement has been signed on 23.7.1993 with Indian Aircraft Technicians Association (IATA) representing the technical staff, to pay interim relief which is equivalent to the interim relief paid by Air India.

Daily wage labourers in IA/A1

1386. SHRI MOHINDER SINGH LATHER:

SHRI DIGVIJAY SINGH;

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to stale:

(a) whether it is a fact that labourers on a large scale are working in Indian Airlines|Air India and on different Air terminals as daily wagers in the country;

(b) if so, what is the actual number •of such labourers, terminal-wise and category-wise;

(c) whether there is any proposal under Government's consideration to regularise ail labourers in their present working capacity; and

(d) if so, what are the details thereof and if not, what are the reasons therefor?

THE MINISTER Of CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD); (a) to (d) Information is being collected and will be laid on the Table of the Sabha.

1387. *[Transferred to 10th August,* 19931.

Losses in AI, IA and Vayudoot

1388. SHRI SOM PAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state;

(a) what are the reasons for mounting losses in Indian Airiines, Air India and Vayudoot and the details of the losses of last three years, separately;

(h) whether it is a fact that lack of spares is a parennial problem if so, what remedial measures have been taken in this regard;

(c) what is the international norm of employees per aircraft, what is this ratio in India; and

(d) the loss incurring/profit making routes of these airlines?

TLIE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Air fndia has not incurred any loss during the last three years. Loss incurred by Indian Airlines and Vayudoot during *the* last three years are as under;—

(Rs. in crores

Year	Indian Airlines	Vayudoot	
1990-91	64.39	37.08	
1991-92	198 65	30. 59	: Provisional
1992-93	195.11	24.16	: Provisional